

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 08/26/2003

DEN03LA014 File No. 13761	11/06/2002	Grand Junction, CO	Aircraft Reg No. N2904C	Time (Local): 14:00 MST		
Make/Model:	Piper / PA-28RT			Fatal	Serious	Minor/None
Engine Make/Model:	Continental / TSIO-360-FBI		Crew	0	0	1
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	None					
Type of Flight Operation:	Personal					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point:	Durango, CO			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport			Basic Weather:	Visual Conditions	
Airport Name:	Walker Field			Lowest Ceiling:	None	
Runway Identification:	29			Visibility:	10.00 SM	
Runway Length/Width (Ft):	10500 / 150			Wind Dir/Speed:		
Runway Surface:	Asphalt			Temperature (°C):	12	
Runway Surface Condition:	Dry			Precip/Obscuration:	None / None	
Pilot-in-Command	Age: 48			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	395	
Private; Single-engine Land				Last 90 Days:	12	
Instrument Ratings				Total Make/Model:	135	
None				Total Instrument Time:	25	

On the return flight, approximately 35 miles from the destination airport, the airplane's alternator failed and all electrical power was lost. Attempts to restore electrical power were unsuccessful. The pilot used his cell phone to call the airport's tower and was given clearance to land. He followed the airplane's emergency checklist to manually extend the landing gear and landed the airplane. During the landing roll, the airplane's left main landing gear collapsed, the airplane veered off the runway and struck a taxiway sign. The airplane sustained substantial damage to its left wing.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
2. (F) ELECTRICAL SYSTEM - LOSS,TOTAL
3. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,GEAR INDICATING SYSTEM - INOPERATIVE

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (C) AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

7. (C) OBJECT - SIGN

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the collapse of the left main landing gear during landing roll resulting in loss of control/ground loop/swerve and subsequent impact with a sign. Contributing factors include, the airplane's total loss of electrical power due to an alternator failure and the inoperative landing gear indicating system.